Cat. No. 1303

Department of Commerce and Labor

BUREAU OF NAVIGATION

BALTIMORE, MD.

DISTRICT OF .....

BALTIMORE, MD.

PORT OF .....

....., *190*

.....

Collector.

CERTIFICATE

OF

SURRENDER OF DOCUMENT

Vessel: .....

.....

.....

.....

11—1476

Cat. No. 1303

Department of Commerce and Labor

BUREAU OF NAVIGATION

BALTIMORE, MD.

DISTRICT OF .....

BALTIMORE, MD.

PORT OF .....

....., *190*

.....

Collector.

CERTIFICATE

OF

SURRENDER OF DOCUMENT

Vessel: .....

.....

.....

.....

11—1476

Cat. No. 1303

CERTIFICATE OF SURRENDER OF DOCUMENT

(Art. 35, Customs Regulations of 1899)

Department of Commerce and Labor

BUREAU OF NAVIGATION

COLLECTOR.

OFFICE OF .....

BALTIMORE, MD.

PORT OF .....

SEP 16 1909

..... 190

I hereby certify, That Louis M. Kelley

of the A.C.L. Lillian, of

BALTIMORE MD., official number[1] 141406

owned by Louis M. Kelley

of Chester, Md.

has this day surrendered to me P.L. 20 issued at

Crisfield, Md., Sept. 3, 1909

because[2] OWNERS AND DISTRICT CHANGED.

F.S.K.

As WITNESS my hand and seal the day and year above written.

[SEAL.]

Deputy Collector.

[1] Specify vessel's official number.

[2] State exact cause, and cite new marine paper, if one issued.

11—1476

Cat. No. 1303

CERTIFICATE OF SURRENDER OF DOCUMENT

(Art. 35, Customs Regulations of 1899)

Department of Commerce and Labor

BUREAU OF NAVIGATION

COLLECTOR.

OFFICE OF .....

BALTIMORE, MD.

PORT OF .....

SEP 16 1909

..... 190

I hereby certify, That Louis M. Kelley

of the A.C.L. Lillian, of

BALTIMORE MD., official number[1] 141406

owned by Louis M. Kelley

of Chester, Md.

has this day surrendered to me P.L. 20 issued at

Crisfield, Md., Sept. 3, 1909

because[2] OWNERS AND DISTRICT CHANGED.

F.S.K.

As WITNESS my hand and seal the day and year above written.

[SEAL.]

Deputy Collector.

[1] Specify vessel's official number.

[2] State exact cause, and cite new marine paper, if one issued.

11—1476

Cat. No. 527.

Port of .....

....., 190

Certificate of the Issue of Temporary

.....

.....

....., 190

.....

.....

.....

2—4248

Cat. No. 527.

Port of .....

....., 190

Certificate of the Issue of Temporary

.....

.....

....., 190

.....

.....

.....

2—4248

Cat. No. 527.
ART. 36, C. R. 1899.

C. L.

☞ This certificate is sent to the Collector of the port at which the surrendered document was issued.

CERTIFICATE OF THE ISSUE OF A TEMPORARY DOCUMENT.

United States Customs Service,

Port of BALTIMORE, MD.

Collector's Office, NOV -6 1907, *190*

I, Wm. F. Stone, Collector *of*

Customs at the Port of BALTIMORE, MD., *in the District*

of BALTIMORE, MD., *do hereby certify that the temporary*

License *No.* 207 *was issued at this*

Port on the NOV -6 1907 *day of* , *190*

to the Schooner *called the* Four Sisters

of Crisfield, Md.; *Official Number,* 9791

Tonnage, 33 - 24 *tons;*

Robert Fisher, of Rehobeth, Md.,

having taken or subscribed the oath *required by law,*

and having certified that he is a

citizen of the United States ~~*the sole owner of the said vessel,*~~

and that he *is at present Master.*

Upon the issuing of the said temporary License

there was surrendered at this Port P. L. *No.* 84

issued at the Port of Crisfield, Md., *on the* 27

day of Oct., *1906.*

The cause of the exchange of maritime documents, as aforesaid, was Exp.

E. S. Stone

Collector of Customs.

C.T.

2—4249

Cat. No. 527.
ART. 36, C. R. 1899.

C. L.

☞ This certificate is sent to the Collector of the port at which the surrendered document was issued.

CERTIFICATE OF THE ISSUE OF A TEMPORARY DOCUMENT.

United States Customs Service,

Port of BALTIMORE, MD.

Collector's Office, NOV -6 1907, *190*

I, Wm. F. Stone, Collector *of*

Customs at the Port of BALTIMORE, MD., *in the District*

of BALTIMORE, MD., *do hereby certify that the temporary*

License *No.* 207 *was issued at this*

Port on the NOV -6 1907 *day of* , *190*

to the Schooner *called the* Four Sisters

of Crisfield, Md.; *Official Number,* 9791

Tonnage, 33 - 24 *tons;*

Robert Fisher, of Rehobeth, Md.,

having taken or subscribed the oath *required by law,*

and having certified that he is a

citizen of the United States ~~*the sole owner of the said vessel,*~~

and that he *is at present Master.*

Upon the issuing of the said temporary License

there was surrendered at this Port P. L. *No.* 84

issued at the Port of Crisfield, Md., *on the* 27

day of Oct., *1906.*

The cause of the exchange of maritime documents, as aforesaid, was Exp.

E. S. Stone

Collector of Customs.

C.T.

2—4249

Cat. No. 1208

Department of Commerce and Labor
BUREAU OF NAVIGATION

OFFICE OF Collector
PORT OF CRISFIELD, MD.
Thomas E. Stevenson.
Spl. Dep. Coll of Customs.

ABSTRACT

OF

Registers, Enrollments, and Licenses

ISSUED AT OTHER PORTS AND SURRENDERED AT THIS PORT

DURING THE

Month of April, 1912.

N. B.—This Abstract must be sent monthly in the package with Surrendered Documents which were issued at other Ports, and *never* in the package with Quarterly Abstracts.

11—1432

Cat. No. 1208
Department of Commerce and Labor
BUREAU OF NAVIGATION

Abstract of Registers, Enrollments, and Licenses issued at other Ports and surrendered at the Port of CRISFIELD, MD.

during the Month of April, 1912.

11—1482

DOCUMENT		RIG	NAME OF VESSEL	TONNAGE		PORT OF ISSUE	DATE OF ISSUE	SURRENDER	
KIND	No.			GROSS	NET			DATE	CAUSE
*									
T. L.	60	Sch.	Ella Covington	16	15	Baltimore, Md.	Oct. 13. 1911	Apr. 8	P. P. C. & Home.
P. L.	6	Sloop	Minerva	8	6	Seaford, Del.	May 6. 1909	" 13	P. & D. C.
T. L.	80	"	George W. Jackson.	10	9	Baltimore, Md.	Nov. 6. 1911	" 13	Home.
P. E.	40	Sch.	Wm. H. Meekins	73	69	Tappahannock, Va.	Mar. 5. 1908	" 25	P. & D. C.

Commissioner of Navigation,
Washington, D. C.

11—1482

*Abbreviate thus:

Permanent Register	P. R.	Temporary Enrollment	T. E.
Temporary Register	T. R.	Permanent License	P. L.
Permanent Enrollment	P. E.	Temporary License	T. L.
		Yacht License	Y. L.

Thomas E. Stevenson
SPL. DEP. COLLECTOR *Collector.*

Form 858

FILE NO. V -329

CERTIFICATE AMENDING CERTIFICATE OF INSPECTION BY CHANGING CHARACTER OF VESSEL, ROUTE, EQUIPMENT, ETC.

Department of Commerce and Labor

STEAMBOAT-INSPECTION SERVICE

OFFICE OF U. S. LOCAL INSPECTORS

PORT OF Norfolk, Va.,

September 6th, , 1911.

This certifies, *That the following-described amendments are hereby authorized in the certificate of inspection expiring on* June 6th, , 1912, *issued to the* Steam (Steam, motor, sail, or barge.) *vessel named* Albemarle [redacted] *classed as* Freight (Passenger, freight, etc.), *built at* Wilmington, *in the State of* Delaware, *in the year* 1891, *and last inspected in the local district of* Baltimore, *in the State of* Maryland, *on the* 6th *day of* June, 1911, *namely:*

When in commission not exceeding 13 hours per day, the crew is hereby changed to one engineer, one fireman and one deck hand.

Collector of Customs,
Crisfield, Md.

Robert E. Lapsley

W. B. Wells

U. S. Local Inspectors.

The *original* of this certificate must be transmitted by the local inspectors to the chief officer of customs where the original certificate of inspection was filed, or where a copy of the certificate of inspection or examination of the vessel was filed, to be filed by the chief officer of customs with the original certificate of inspection, or with the copy of certificate of inspection or examination; and a *duplicate* of this certificate must be furnished by the local inspectors to the vessel, which copy must be framed under glass and posted on board near the certificate of inspection, if the certificate of inspection is required to be posted, or kept on board with the original certificate of inspection or examination, if the certificate of inspection or examination is not required to be posted, to be shown on demand.

Local inspectors issuing this certificate will keep a copy thereof on file in their office, with the copy of the certificate of inspection or examination that it amends.

Any additional equipments required must be stated in full herein.

11—4199

Form 843

Baltimore, Md., Nov 14, 1910.
When the within named motor vessel is navigated only thirteen hours in any one day of twenty-four hours, may dispense with 1 licensed Pilot, 1 licensed Engineer and 1 Deck Crew.

Edwin F. Whitelock
Supervising Inspector

THIS CERTIFICATE EXPIRES November 2, 1911.

Department of Commerce and Labor
STEAMBOAT-INSPECTION SERVICE

CERTIFICATE OF INSPECTION

FOR

Passenger Steamers of One Hundred Gross Tons and Under

(Section 4426, Revised Statutes)

State of MARYLAND
District of BALTIMORE

Passenger ~~Steamer~~ Motor Vessel James Denson.

Motor Vessel ~~Steamer~~ James Denson, of Crisfield, in the State of Maryland, whereof Elmer H. Walton is owner and William Hopkins is master, said inspectors, having performed that duty, in accordance with the provisions of Title LII, Revised Statutes, and the Rules and Regulations of the Board of Supervising Inspectors, on the 2 day of November, 1910, DO CERTIFY that the said vessel was built at Salisbury, in the State of Maryland, in the year 1907; that the Hull is constructed of wood; and, as shown by official records, is of 31 gross tons; that the said vessel has — Staterooms and — Berths, and is allowed to carry 45 passengers, viz: — First-cabin, — Second-cabin, and 45 Deck or Steerage Passengers; also, is required to carry a full complement of officers and crew, consisting of — Master, 2 Pilots, — Mate, 2 Engineers, — Firemen, — Watchmen, and 2 Deck Crew (allowed to carry — persons when needed in steward's and other departments not connected with the navigation of the vessel); that the said vessel is provided with 1 Globe ~~Condensing~~ Engine of — inches diameter of cylinder and — feet stroke of piston, and — Boiler, — feet in length and — inches in diameter, made of lawful —, in the year 1—, and — allowed a steam pressure of — pounds to the square inch, and no more. The said vessel is permitted to navigate, for one year, the waters of the Tangier Sound and Tributaries, between Salisbury, Md. and Points thereon, and touching at intermediate ports, a distance of about — miles and return.

WE FURTHER CERTIFY that the said vessel at the date hereof is, in all things, in conformity with the law.

THE FOLLOWING PARTICULARS OF INSPECTION ARE ENUMERATED, VIZ:

Water-tight cross bulkheads, No. —
Has permanent stairways from main to upper deck —
Anchors, No. 1 Cables, No. 1
Drags — No. —
Has wire tiller ropes Yes
Has iron rods or chains —
Has additional steering apparatus, consisting of block & tackles
Has wire bell pulls Yes
Has signal tubes from pilot house to engine room Yes
Has name in letters not less than six inches long on side of pilot house Yes
Location of whistle top of pilot house
Compasses No. 1
Has signal lights 7"x7"
Metal lifeboats No. 1
Wooden lifeboats No. —
Working boat No. —
Collapsable (folding) lifeboats, No. —
Every lifeboat has equipment in accordance with the rules Yes

Life rafts No. —
Life-preservers No. 5 1
Auxiliary life-saving appliances, No. and kind —
Has line-carrying projectiles, and means of propelling them —
Fire extinguishers No. 1
Portable hand pumps No. —
Double-acting hand fire pumps, No. 1
Hose—internal diameter of, inches 1½
Length of feet 50
Fire buckets No. 4
Water barrels No. —
Water tanks No. —
Axes No. 1
Stoves securely fastened to deck Yes
Has 2 copies Steamboat Laws on board Yes
Has 2 copies Pilot Rules on board Yes
Main boilers, No. — When built, 1—
Where built —
By whom built —

Boiler plate —
Thickness of —
Tensile strength of —
Ductility of —
Record in local inspectors' office at —*
Boiler shell — drilled —, 1—
Thickness of plate found — 100 inch.
Longitudinal seams — riveted.
Holes —
Steam pressure allowed — lbs.
Hydrostatic pressure applied — lbs.
Flues No. —
Length —
Diameter —
Thickness —
Tubes No. —
Length —
Diameter —
Thickness —

Safety valves No. —
Aggregate area —
Steam gauges No. —
Gauge cocks No. —
Low-water gauges No. —
Fusible plugs No. —
Feed pumps for boilers No. —
Steam pumps, double-acting, No. —
Donkey boilers, No. — When built, 1—
Where built —
By whom built —
Diameter of —
Thickness of plate —
Tensile strength of plate —
Ductility of plate —
Record local inspectors' office at —*
Steam pressure allowed to donkey boiler — lbs.
Hydrostatic pressure applied to donkey boiler — lbs.

State of MARYLAND
BALTIMORE } ss:

Edwin F. Whitelock, Inspector of Hulls.
Edwin F. Whitelock, Inspector of Boilers.

Subscribed and sworn to before me this 15 day of November, 1910, by C. A. Shaffner, Inspector of Hulls, and by —, Inspector of Boilers.

C. A. Shaffner
Acting Deputy Collector

Custom-House CRISFIELD, MD. NOV 16 1910, 19

I HEREBY CERTIFY that the above Certificate is a true copy of the original on file in this office.

Thomas E. Stevenson
SPL. DEP. COLLECTOR of Customs.

*Inspectors may in all cases accept the record as given in this certificate when the Steamer is inspected in a district other than that where the record is kept, noting in Form 840 A the date of certificate and place of inspection.

On vessels of 25 gross tons and upward, two copies of this certificate must be kept on board, one copy of which must be framed under glass and placed in a conspicuous place in the vessel where it will be most likely to be observed by passengers and others. On vessels of less tonnage, two copies of this certificate must be kept on board to be shown on demand.—(*Section 4423, Revised Statutes.*)

APPROVED JULY 19, 1909.

Charles Nagel
Secretary of Commerce and Labor.

Geo. Uhler
Supervising Inspector-General.

11—28

Form 843

Department of Commerce and Labor

STEAMBOAT-INSPECTION SERVICE

CERTIFICATE OF INSPECTION

FOR

PASSENGER STEAMER

NAME OF VESSEL

James Denson

Gross Tonnage 31.

OWNER

Elmer N Wallace

INSPECTORS

Chas W Wright & Edwin F White

CRISFIELD, MD.

CERTIFICATE RECEIVED AT CUSTOM-HOUSE

NOV 16 1910, 19

CERTIFIED COPIES ISSUED BY CUSTOMS OFFICER TO MASTER OR OWNER OF VESSEL

November 16, 1910,

11—23

Form 841

Department of Commerce and Labor

STEAMBOAT-INSPECTION SERVICE

CERTIFICATE OF INSPECTION

FOR

Steam VESSEL

(Steam or motor.)

NAMED

Albemarle

GROSS TONNAGE 377

OWNER

Hampton Roads Nav. Co

INSPECTORS

Chas W. Wright

Edwin F. White

Certificate received at Customhouse

JUN 10 1911, 191

Certified copies issued by Customs Officer to Master or Owner of Vessel

JUN 10 1911, 191

11—4198

FORM 841. FILE NO. V 210

THIS CERTIFICATE EXPIRES JUNE 6, 1912.

United States of America

Department of Commerce and Labor

STEAMBOAT-INSPECTION SERVICE

-CLW-

CERTIFICATE OF INSPECTION

FOR STEAM OR MOTOR VESSEL

State of Maryland,
District of Baltimore,

I. Freight *Vessel* "ALBEMARLE".

APPLICATION in writing having been made to the undersigned, *Inspectors for this District,* to inspect the above-named vessel propelled by steam, of Norfolk, in the State of Virginia, whereof Hampton Roads Navigation Company is owner, and John W. Dixon is Master, said inspectors, having completed the inspection of the vessel on the 6 day of June, 1911, DO CERTIFY that the said vessel was built at Wilmington, in the State of Delaware, in the year 1891; rebuilt in the year 1898; that the Hull is constructed of wood; and, as shown by official records, is of 377 gross tons; that the said vessel has ------ Staterooms and ------ Berths, and is allowed to carry ---------- passengers, viz: ------- First-cabin, ------- Second-cabin, and ---------- Deck or Steerage Passengers; also is required to carry a full complement of officers and crew, consisting of ---- licensed Master, 1 licensed Master and Pilot, 1 licensed Pilot, ------ licensed Mate, ------ Quartermaster, ------ Seamen, 3 Deck Hands, 1 licensed Chief Engineer, 1 licensed Assistant Engineer, ------ licensed Junior Engineer, ------ Water Tender, ------ Oiler, 3 Firemen, ---- Coal Passer, ------ Wiper, ------ Watchmen, and also 2 persons when needed in Steward's and other departments not connected with the navigation of the vessel; that the said vessel is provided with 1 Surface Condensing Engine of 22 inches diameter of cylinder and 2-4/12 feet stroke of piston, and 1 Boiler, 14 feet in length and 84 inches in diameter, made of lawful Iron, in the year 1891, rebuilt in the year 1------ The said vessel is permitted to navigate, for one year, the waters of the Chesapeake Bay and tributaries, between Sharptown, Md. and Points thereon, and touching at intermediate ports, a distance of about ---------- miles and return.

WE FURTHER CERTIFY that the said vessel at the date hereof is, in all things, in conformity with the laws governing the Steamboat-Inspection Service and the Rules and Regulations of the Board of Supervising Inspectors.

THE FOLLOWING PARTICULARS OF INSPECTION ARE ENUMERATED, NAMELY:

Anchors, No. 2 Cables, No. 2
Drags No. 0
Compasses No. 1
Has signal lights 6" x 6"
Metal lifeboats No. 1
Wooden lifeboats No. 0
Working boat No. 0
Collapsible (folding) lifeboats, No. 0
Every lifeboat has equipment in accordance with the rules Yes
Life rafts No. 0
Life preservers No. 12

Auxiliary life-saving appliances, No. and kind ----------
Has line-carrying projectiles, and means of propelling them ----------
Fire extinguishers No. 1
Portable hand fire pumps No. 0
Double-acting hand fire pumps, No. 1
Hose—Internal diameter of, inches 1-1/2
Length of feet 150
Fire buckets No. 16
Water barrels No. 0
Water tanks No. 0
Axes No. 4

MAIN BOILERS.
Boiler plate:
Thickness of .31"
Tensile strength of 50000
Record in local inspectors' office at Phila. Pa.
Boiler shell ------ drilled Sept., 1903
Thickness of plate found 31/32 inch.
Longitudinal seams double riveted.
Holes punched
Maximum steam pressure allowed 60 lbs.
Hydrostatic pressure applied 90 lbs.
Steam pipe:
Material Copper
Diameter 6"
Thickness .122"

Feed pumps for boilers ---------- No. 2&inspr.
Steam fire pumps, double-acting, No. 1
DONKEY BOILERS.
No. ------- When built, 1 --------
Diameter of ----
Thickness of plate ----
Tensile strength of plate ----
Record in local inspectors' office at ----

Maximum steam pressure allowed to donkey boiler, ---- pounds.
Hydrostatic pressure applied to donkey boiler, ---- pounds.

State of Maryland,
District of Baltimore, } *ss:*

Edwin F. White, *Inspector of Hulls.*
Edwin F. White, *Inspector of Boilers.*

Subscribed and sworn (Sworn or affirmed.) to before me this 9 day June, 1911, by Chas. W. Wright, Inspector of Hulls, and by Edwin F. White, Inspector of Boilers.

Customhouse, CRISFIELD, MD., JUN 10 1911, 191

I HEREBY CERTIFY that the above certificate is a true copy of the original on file in this office.

Thomas Pearson, SPL. DEP. COLLECTOR of Customs.

On vessels of over 100 gross tons, two copies of this certificate must be framed under glass and posted in conspicuous places in the vessel where they will be most likely to be observed by passengers and others. On vessels of over 25 and not over 100 gross tons, two copies of this certificate must be kept on board, one copy of which must be framed under glass and placed in a conspicuous place in the vessel where it will be most likely to be observed by passengers and others. On vessels of not over 25 gross tons, two copies of this certificate must be kept on board to be shown on demand. (*Section 4423, Revised Statutes.*)

Steam pleasure yachts are forbidden to carry merchandise or passengers for pay, unless upon change of character by the Inspectors of the Steamboat-Inspection Service.

This form of certificate of inspection was adopted by the Board of Supervising Inspectors, Steamboat-Inspection Service, on February 7, 1911, and approved by the Secretary of Commerce and Labor on March 8, 1911.

11—4198

Cat. No. 527.

☞ This certificate is sent to the Collector of the port at which the surrendered document was issued.

CERTIFICATE OF THE ISSUE OF A TEMPORARY DOCUMENT.

United States Customs Service,

Port of Washington, D C.

Collector's Office, August 25th, 189 9

I, William B Todd, Collector of

Customs at the Port of Washington D C, *in the District*

of Georgetown, D. C., *do hereby certify that the temporary*

Enrollment *No.* 3 *was issued at this*

Port on the 25th *day of* August, 1899,

to the Schooner *called the* "Beulah Land"

of Crisfield Md *Official Number,* 3220;

Tonnage, 165. Gross 157. $\frac{\text{Net}}{100}$ *tons;*

W. J. Knowles

having taken or subscribed the oath *required by law*

and having certified that ownership remains the same

as per Enrollment No 5 issued at Crisfield

Md July 15. 1898 except Bank in Ruby 2/16,

Transfered to W. J. Knowles and that they

are

citizens of the United States, and *the sole owners of the said vessel,*

and that he *is at present Master.*

Upon the issuing of the said temporary Enrollment

there was surrendered at this Port Permanent Enrollment No. 5

issued at the Port of Crisfield Md *on the* 15th

day of July, 1898.

The cause of the exchange of maritime documents, as aforesaid, was P C

William B Todd

Collector of Customs.

(Ed. 1-26-'95—2,000.)